

CHALMERS & CO.
MERCHANTS
AND
FRENCH
RESERVES
IMPORTERS.
9, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S
BUILDING
DISS BROS.
Tailors.

No. 13,672.

號一廿月正年七零百九千一其

HONGKONG, THURSDAY, JANUARY 31, 1907.

日八十月二十年午戊

PRICE, \$3.00 Per Month

Intimations.

WHO'S WHO IN THE FAR EAST.

THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price\$10.
FORWARDED TO ANY ADDRESS.
OBTAINABLE FROM THE PUBLISHERS—
8, QUEEN'S ROAD CENTRAL,
Hongkong.
Hongkong, July 10, 1906.

HONGKONG GYMKHANA CLUB.
A MEETING OF MEMBERS will be
held at the Office of Messrs Ginn,
Livingston & Co., St. George's Building,
on FRIDAY, 1st February, at 5 P.M.
Business:—To draw up a Programme
for the ensuing Season.
G. G. MACKIE,
Hon. Sec. & Treasurer.
Hongkong, January 28, 1907. 189

THE GOVERNMENT OF THE
PHILIPPINE ISLANDS, OFFICE OF
THE SECRETARY OF COMMERCE
AND POLICE.

MANILA, P.I., January 26, 1907.
SEALED OFFERS to purchase from the
Government of the Philippine Islands the
 Cutter BALABAC, now lying at En-
gineer Island, Manila, P.I., will be received
at this Office until 4 P.M., on the 14th day
of FEBRUARY, 1907, and then publicly
opened. The parties making written offers
are invited to be present at the opening of
said offers. All offers must be accompanied
by Cash or a certified check for P50,000
as evidence of good faith, and the envelope
containing said offer should be plainly
indorsed on the outside "OFFER FOR THE
PURCHASE OF THE CUTTER BALABAC."
The Balabac is a single-screw, composite,
sea-going steam vessel, 148 feet in length
over all; beam 25 feet; depth moulded
11 ft. 6 in.; draft loaded 9 ft. 6 in.; gross
tonnage 111; net tonnage 297; speed 12
knots; I.H.P. 600; coal capacity 75 tons;
built at Shanghai by Messrs S.O. FARRHAM,
Boyd & Co., and delivered by them at
Manila, on December 10, 1902. She has a
compound surface condensing engine-work-
ing pressure of 12 lbs. per square inch;
two main dynamos and engines; evaporator
and distilling plant; steam windlass and
cargo; hoisting gear; awnings and sails;
and all that pertains to a modern steam
vessel, being well constructed and in ex-
cellent condition and ready to put into
commission at once.
Twenty-five per cent of the purchase
price must be paid within five days after the
acceptance of the successful offer and the
balance within five days thereafter or before
delivery of vessel.
The vessel may be inspected at Engineer
Island, Manila, P.I., and further infor-
mation will be given upon application to the
Director of Navigation.
The undersigned reserves the right to
reject any or all offers and to waive any
defects.
W. CAMERON FORBES,
Secretary of Commerce and Police.
234

LYON'S GREATER BRITAIN
PUBLISHING CO., LTD.
PUBLICATIONS.

"TWENTIETH CENTURY IMPRESSIONS OF
WESTERN AUSTRALIA."
Under the immediate patronage of
His Excellency Sir ARTHUR LAWLEY,
K.C.M.G.
"TWENTIETH CENTURY IMPRESSIONS OF
NATAL."
Under the immediate patronage of
His Excellency Sir HENRY MACAL-
LUM, K.C.M.G.
"TWENTIETH CENTURY IMPRESSIONS OF
OCEANIA."
Under the immediate patronage of
His Excellency Sir HENRY BLAKE,
K.C.M.G.
"TWENTIETH CENTURY IMPRESSIONS OF
THE STRAITS SETTLEMENTS."
Under the immediate patronage of
His Excellency Sir JOHN ANDERSON,
K.C.M.G.

NOTICE
Being the FIFTH of the series of
STANDARD DESCRIPTIVE and ENCY-
CLOPEDIA WORKS on the British
Colonies, each containing from 3,000 to
4,000 illustrations.

IMPORTANT.
The compilation of the above Works is
not expected to commence till JUNE, 1907,
when further notification will be given.
SOMERSET FLAYNE,
Manager.
Hongkong, January 30, 1907. 205

Business Notices.

INNES' PATENT
METALLIC ZINC POWDER.
THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.
W. S. BAILEY, Sole Agents.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
S.S. HONAM, 2,383 tons, Captain H. D. Jones.
S.S. POWAN, 2,338 tons, Captain W. A. Valentine.
S.S. FATSHAN, 2,380 tons, Captain B. Branch.
S.S. KINSHAN, 1,985 tons, Captain J. J. Losales.
S.S. HEUNGSHAN, 1,988 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m.
(Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.
S.S. SULAN, 1,651 tons, Captain T. Hamlin.
S.S. SUI-TAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,
leaving Hongkong at 9 a.m. from Douglas Wharf and at 1 p.m. from Company's
Wharf.
Departures from Macao to Hongkong on week days at 8 a.m. and 2 p.m. On Sundays
at 8 a.m. and 3 p.m.

Canton-Macao Line.
S.S. LUNGSHAN, 219 tons, Captain E. H. Grainger.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVA-
TION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
S.S. SAINAM, 588 tons, Captain J. Willor.
S.S. NANNING, 568 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Horse Mansions, (First Floor), opposite the Hongkong Hotel.
Or at BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD

HOTEL BALTIMORE LATE HOTEL AMERICA.
2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED,
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER. 1451

WANTED.

BY JOURNALIST, concluding agree-
ment in April next, POSITION as
REPORTER, in Hongkong or any part of
the Far East.
Further particulars from
Care of "CHINA MAIL" Office.
Hongkong, January 28, 1907. 185

BOARD AND LODGING.

FOR One or Two GENTLEMEN, in
KOWLOON, or bed and sitting room
with board.
Apply to
Care of "CHINA MAIL" Office.
Hongkong, January 28, 1907. 188

NOTICE.

MR GUSTAVE KOENIG ceases to Sign
our Firm per pro.
J. ULLMANN & CO.
Hongkong, January 29, 1907. 191

OSAKA SHOSEN KAISHA.
HONGKONG BRANCH.

IT is notified that during the temporary
absence from the Colony of the Under-
signed Mr KYOSUKE YOSHIMURA and
Mr SEIICHI HASHIMOTO will jointly
assume charge of this Office.
T. ARIMA,
Manager.
Hongkong, January 28, 1907. 193

NOTICE.

I Have This Day Appointed Mr GOYNE-
L. STEVENS to act as ATTORNEY for
me during my absence from the Colony.
During my temporary absence Mr AINSLIE
will attend to my patients.
J. H. SWAN.
Hongkong, January 26, 1907. 186

THE INTEREST AND RESPONSIBILI-
TY of Mr ROBERT HUNTER
BRUCE in our Firm ceased on 31st
December, 1906.
We have Admitted Mr WILLIAM
WILSON and Mr RICHARD NIKO-
LAUS ONLY Partners in our Firm from
this date.
TAIT & Co.
Amoy, January 1, 1907.

NOTICE.

A SUNKEN JUNK with part of sail
visible lies close to the China Mer-
chant S. N. Co.'s Buoy. She will be
marked by Red Flag by day and Red Light
at night.
CHARLES WILLIAM BROOKWITH,
Lieut. R.N.,
"Harbour" Master, etc.
Harbour Department,
Hongkong, January 29, 1907. 199

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS
THE MOST RELIABLE PACKING FOR MARINE ENGINES.
DAGGER
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LTD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND
OFFICE:—6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.
JUST RECEIVED A CONSIGNMENT OF
PURE FLAKED RICE - 40 Cts. per tin
TAPIOCA FLAKES - 60 Cts. per tin
PURE FLAKED SAGO - 50 Cts. per tin
The above are ideal foods for Children and Invalids
and make most DELICIOUS PUDDINGS and CUSTARDS.
SIMPLE TO COOK. EASILY DIGESTED.
LANE, CRAWFORD & CO.
Hongkong, January 19, 1907. 2040

THE HONGKONG HOTEL.
UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager. 2197

BELLE VIEW HOTEL
(LATE METROPOLE HOTEL) SHAUKIWAN ROAD.
THE RURAL RETREAT OF HONGKONG.
A pleasant drive along the Sea Front, either by Tram or Rickshaw.
BEST OF WINES, BOWLING,
BILLIARDS,
AND OTHER PASTIMES.
Hotel Accommodation at most Moderate Rates.
Hongkong, January 14, 1907. 2311

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction,
on
SATURDAY, MONDAY AND TUESDAY,
the 2nd, 4th and 5th FEBRUARY, 1907, commencing each day at 2 p.m., at his
SALES ROOM, DUNDRELL STREET.
A Magnificent Collection of
JAPANESE ART CURIOS AND SILK EMBROIDERIES,
Comprising:—
PORCELAIN.—Very Fine SATSUMA, KINKORAN, IMARI and KUTANI, etc.
BRONZES.—Old JARS, FLOWER VASES and FIGURES, etc.
CLOISONNES.—A Choice Lot of VASES, INCENSE JARS in SILVER, etc.
WOOD CARVINGS.—Very Old TEMPLE RAMAS, SHAKES and FIGURES, etc.
JEWELLERY.—BEAUTIFUL CARVED FLOURETS, etc.
SILKS.—Old TEMPLE and PALACE HANGINGS, DRAPERIES, BROCADES, COURT KIMONOS,
TARLE COATERS, BUSTERS, CRASH COVERS, etc., etc.
PICTURES.—SILK EMBROIDERED and CUT VELVET, etc.
AND A QUANTITY OF OTHER CURIOS;
Also,
SOME PRIZES OF CHINESE PORCELAIN and BRONZES.
(N.B.)—The above collection of about 120 Lots arrived from Korea and will be
sold WITHOUT RESERVE. A rare opportunity for Collectors.
Terms.—As usual.
Catalogues will be issued.
GEO. P. LAMBERT,
Auctioneer. 189
Hongkong, January 26, 1907.

CARLTON HOUSE HOTELS,
No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS APPLY TO THE MANAGER. 804

WAVERTY HOUSE.
PRIVATE HOTEL.
88, MAIN STREET,
Yokohama.
FIRST-CLASS Accommodation and
Cuisine. Moderate Terms, from yen
80 per month. Special terms quoted for
Families of permanent guests.
January 21, 1907. 195

CAMPBELL, MOORE & CO.,
LIMITED.
JUST RECEIVED
New Consignment
Kaloderma Cream, Powder,
Dentrifice, Soap and
Perfumes.
ALSO
PERFUMERY
from other Well-known Manufacturers.

DR T. YAMASAKI
Dental Surgeon
(JAPANESE DIPLOMA)
34, QUEEN'S ROAD CENTRAL
Opp. Post Office.

DR H. ISHIWARA
Dental Surgeon
(JAPANESE DIPLOMA)
24, SHAMEN, CANTON.
Fees Very Moderate.
Latest American Methods.
NO CHARGE FOR EXAMINATION.
Hongkong, December 1, 1906. 2310

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(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS
THE MOST RELIABLE PACKING FOR MARINE ENGINES.
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BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
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JEWELLERY.—BEAUTIFUL CARVED FLOURETS, etc.
SILKS.—Old TEMPLE and PALACE HANGINGS, DRAPERIES, BROCADES, COURT KIMONOS,
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80 per month. Special terms quoted for
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January 21, 1907. 195

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ALSO
PERFUMERY
from other Well-known Manufacturers.

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34, QUEEN'S ROAD CENTRAL
Opp. Post Office.

DR H. ISHIWARA
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(JAPANESE DIPLOMA)
24, SHAMEN, CANTON.
Fees Very Moderate.
Latest American Methods.
NO CHARGE FOR EXAMINATION.
Hongkong, December 1, 1906. 2310

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT
In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.
In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS, 2855

RACES 1907.
FAIRALL & CO.
are showing
ON MONDAY, JANUARY 14th
A NEW CONSIGNMENT OF
MILLINERY, DRESS GOODS,
COATS, FUR & FEATHER BOAS,
etc., etc., etc.

New Novelties for the Race Season in all Depts.

THE
VICTORIA DISPENSARY
(Opposite the Clock Tower).

Family and Dispensing Chemists.
Importers of Wines and Spirits
AERATED WATER MANUFACTURERS.
N.B.—Prices have been considerably reduced on account
of high exchange.
PRICE LISTS ON APPLICATION.

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS. 449
Hongkong, March 2, 1906.

MEE CHEUNG, PHOTOGRAPHER
(Ice House Lane).

TYPHOON PICTURE POSTCARDS
NOW ON SALE
ALSO THE TYPHOON ALBUM, WITH A COMPLETE
SERIES OF OVER 50 SCENES.
Hongkong, November 27, 1906. 1781

KELLY & WALSH, LTD.

THE FAR HORIZON, by LUOAS
MALET
Skipper, by Gilbert Watson ... 1.50
Fools Rush In, by M. Gaunt and
J. R. Esser ... 1.50
Jonah's Luck, by Fergus Hume ... 1.50
Love Letters that caused a Divorce,
by May Aldington ... 2.00
EARLY CHINESE HISTORY:
Are the Chinese Classics Forged,
by H. J. Allen ... 3.50
The Russo-Japanese War, Compiled
by the General Staff, War Office;
Part 1, with Maps ... 1.25
Part 2, with Maps ... 2.75
HAZEL'S ANNUAL, 1907 ... 7.75
Burma, a Handbook of Practical In-
formation, by Sir J. G. Scott ... 7.75
Costume, Pencil, Historical and
Theatrical, by Mrs. Aris ... 7.75
A Dictionary of Political Phrases
and Allusions, with Bibliography,
by Montgomery and Cambray ... 3.00

JUST PUBLISHED.
GARDENING FOR HONGKONG,
by W. J. Tait, £1.00.
DRAGON AND CROWN, A Poem
Founded on an Antique Play, by
E. P. Laurence, \$1.25

Whitaker's Almanack ... 80 cts. and \$2.00
British Journal of Photography
Almanack ... 70 cts. and 1.75
The Daily Mail Year Book ... 40
The Japan Year Book ... 5.60
The China Coaster's Pocket Book
and Nautical Pocket Manual, Con-
taining Lights, Signals, Buys,
Seasons, Tides, Currents, &c., &c.,
on the China Coast ... 2.50

Sandow's Own Combined Developer.
Sandow's Patent Grip Dumb Bells.
Ardath Tobacco, Mild, Medium, and Full
Strength.
Craven Mixture.
State Express Cigarettes 555.
Quo Vadis Cigarettes.

JUST LANDED.
NEW STOCK OF CRICKET and
TENNIS GEAR.

ASK FOR
KUPPER'S PILSENER BEER
and see that you get it.

LOOK CAREFULLY AT THE LABEL.
BEWARE OF COLOURABLE IMITATIONS

SOLE AGENTS:
Caldbeck, Macgregor & Co.,
15, QUEEN'S ROAD CENTRAL.

Hotels.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

Telegraphic Address "MITSUI" (A.B.O. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the
State Railways, Industrial Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milks, Tagawa, Yamato, and Ida Cose Milks.

SOLE AGENTS for Hokoko, Honda, Honda, Fushinotsu, Mameda, Mannouri,
Onozuka, Onishi, Sashira, Tsubokura, Yoshinotsu, Yoshio, Yanokibara, and other
Cokes.

M. KOBAYASHI, *Manager*, Hongkong.

Hongkong, January 24, 1907.

PRIZE MEDAL

PHILADELPHIA EXHIBITION 1876

JOHN OAKLEY & SONS

WELLINGTON EMERY & BLACK LEAD MILLS LONDON

EMERY	GLASS	BLACK
CLOTH	PAPER	LEAD

WELLINGTON KNIFE POLISH

**W. G. HUMPHREYS &
BANK BUILDINGS.**
Hongkong, May 18, 1908.
MOTHSINGXIN SENG CHAI
SHEWAN TOMES & CO. LTD.

REPAIRS PROMPTLY ATTENDED TO.
—
TELEGRAMS: 'CARMICHAEL,' HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE: 232.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, December 11, 1906.

To be had at the CHINA MAIL,
5, Wyndham Street.

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<p>ADVERTISEMENT.</p> <p>THE Attention of Advertisers is drawn to the fact that the time for receiving communications and Corrections to Advertisements (—) Expirations and additions to Advertisements on Pages 2, 3, 6 and 7, should be to this Office not later than 11 a.m. New Advertisements should be sent in before 10 a.m.</p> <p>W. MURRAY BAIN</p>	<p>THE COMMERCIAL LAW AFFECTING CHINESE.</p> <p>With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.</p> <p>Reprinted from the <i>China Mail</i>.</p> <p>For Sale at the China Mail Office, 5, Wyndham Street.</p> <p>Price 50 Cents.</p>	<p>'REFORM IN CHINA.</p> <p>BEING a Letter addressed to <i>Benjamin Adams</i> by <i>Lord CHAMBERLAIN</i>, G.B. M.P. And an article in reply to <i>CHINA: THE SLEEP AND AWAKENING.</i></p> <p>To be had in pamphlet form at the <i>CHINA MAIL</i> Office, 5, Wyndham Street.</p> <p>Price One Dollar.</p>
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A. S. WATSON & CO.,

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ALEXANDRA

BUILDINGS.

Hongkong, January 23, 1906.

MEMOS. FOR TO-MORROW,

Meeting.

9 p.m.—Meeting of Zeland Lodge.

General Memoranda.

Saturday, February 2.—

11 a.m.—Military Odd Practice.

3 p.m.—Auction of Japanese Art Curio

and Silk Embroideries, etc., at Mr. Geo.

P. Lammer's Sales Rooms.

3 p.m.—Bazaar & Sale of Work, at the

Soldiers' & Sailors' Home, in aid of

Wesleyan Church Organ Fund.

Goods per Nippon, undelivered after

4 p.m. on this date will be landed.

Sunday, February 3.—

Transfer Books of Humphreys' Estate

and Finance Co., Ltd., close from this

date to 12th February inclusive.

Monday, February 4.—

Noon—Meeting of Kowloon Land and

Building Co., Ltd., at City Office.

Register of Shares of the Hongkong and

Shanghai Banking Corporation close

from this date to 18th February, in-

clusive.

Tuesday, February 5.—

5.30 p.m.—Organ Recital in St John's

Cathedral.

Wednesday, February 6.—

Noon—Meeting of Humphreys' Estate &

Finance Co., Ltd., at Registered Office.

Thursday, February 7.—

Noon—Meeting of Shareholders of The

Hongkong and Shanghai Banking Cor-

poration, at the City Hall.

The China Mail.

HONGKONG, THURSDAY, JANUARY 31, 1907.

THE GERMAN ELECTIONS.

THOUGH the German elections have no

very immediate interest for the British

in the Far East they are instructive inso-

far as they show how the Socialist move-

ment is progressing in Europe. The

special cablegrams we have published in

this connection show that the German

Socialist party has lost heavily. It is

impossible, at this stage, to even guess

how parties will be distributed in the

next Reichstag but the fact seems to

be established that the Socialists will

be considerably less in number. This

is the more significant as of late years

the Socialists had apparently been

steadily growing in strength. In fact

hints have been given utterance to that

the time would shortly come when the

Socialists would demand, and would be

prepared to back up, the demand, by

force, that the burden of taxation caused

by the great army which Germany

maintains, should be lightened. It is not to a party

such as the Socialists that Germany, or

any other sane country, will look for its

political deliverance. No party that

has nothing better to offer than a des-

tructive policy will ever succeed in

obtaining much support from any con-

siderable mass of people for any length

of time. A great industrial struggle, or

some other special and momentary

influence, may give a disproportionate

power to the Socialists for a brief space.

But the common sense of the people

would soon convince them that a party

which was pledged to pull down the

institutions which have gradually grown

during centuries but which had only

hazy and nebulous ideas of what

was to replace them, could never

bring about an improved condition

of affairs. That much is wrong in the

conditions which prevail in Europe, in

Great Britain as well as other countries,

is palpable to everyone. But that the

condition of the poorer classes in Europe

has greatly improved during the last

half century is also beyond dispute.

That improvement has been brought

about under a system of Individualism

and there is every prospect that it will

continue. Under the present system

we know the evils which canker nation-

al life and we are able to apply to them

those specific which experience has

taught us are most efficacious. Social-

ism, if it attained the position which

Individualism now holds, would bring

in its train a number of new political

ills the treatment of which could only

be learned by costly and painful experi-

ment. The shrewd and patriotic

electors of Germany have set a good

example by sending the political quacks

about their business, and pinning their

faith to men who, though they may

blunder, are at all events known to have

the best interests of their country at

heart.

THE LEPER ASYLUM AT

TUNGKUN.

An interesting report on the Leper

Asylum at Tungkun by Dr John E.

Kuhn, M.B., C.M., which originally

appeared in the *China Medical Mis-*

sionary Journal has been reprinted in

pamphlet form and is deserving of

attention, in that it shows that good

work is being done. The asylum is in

need of funds, and Dr Kuhn writes to

ask us to help him to get assistance from

the Chinese of Hongkong. While we

gladly make public the progress of the

work and are willing to forward any

contributions that may be sent to us for

the asylum we feel that it is only right

to point out that both the foreign and

Chinese population of Hongkong have

had extraordinary demands made upon

them during the past twelve months.

Everyone must sympathise with those

who suffer from that most terrible of

all diseases, leprosy, and we feel sure

that the Chinese citizens of Hongkong

will cheerfully do what they can to aid

the good work which is being done at

Tungkun. But the Medical Mission

should not build too high expectations

upon the support likely to be received

from this quarter. This community

has lately been put to a great deal of

expense and it has moreover been

suffering from severe commercial de-

pression. These things militate against

the success of appeals from outside,

as was shown by the recent action of

THURSDAY, JANUARY 31, 1907.

ANGLO-CHINESE DISTRICT SCHOOLS.

Distribution of Prizes.

The annual distribution of prizes won at the Yau-mat, Wanchai, and Salyunpoo District Schools took place this morning at the latter school, West Point. Mr. E. A. Irving (Inspector of Schools) presided, and there was a large attendance of scholars and friends of the different schools. The school building was nicely decorated for the occasion and its seating accommodation was taxed to the utmost capacity.

Before the prizes were distributed the head masters read their annual reports.

Mr. D. Morris (Salyunpoo School) delivered his report first and stated that the day was a red letter one in the history of the school, this being the first occasion on which the distribution of prizes had taken place at the Salyunpoo school. Great strides had been made in attendance during the year. The number of now pupils was 142 and the average attendance had risen from 44 to 97, an increase of 120 per cent; the fees collected had also risen by 150 per cent. At the Queen's College two boys from the school were placed first and second. The students had visited numerous factories and places of interest in the Colony and had taken a great interest in football and other sports. Correspondence had also been opened with schools in other parts of the Empire and had proved both interesting and instructive.

Mr. W. Curwen (Yau-mat) in his 4th annual report said that the school had made substantial progress during the year and the erection of the new school premises had proved a boon to Chinese parents and guardians at Kowloon. Fees had increased from \$180 to \$355, an increase of 100 per cent, and the average attendance had risen from 95 to 171 and the highest attendance was 218 in May and the lowest 95 in January. The attendance had increased so greatly that the question of enlarging the school would soon have to be considered.

Mr. Young Hoe (Wanchai School) in his report said that during the course of the year 45 new boys were enrolled bringing the total number of scholars for the year to 216 an increase of 28 upon that of 1905. Of these 76 left during the year. Of this number one obtained a Queen's College Scholarship. The fees collected amounted to \$3,072, which was an increase of \$723 or 30 per cent upon that of 1905, and \$1,432 or 80 per cent upon that of 1901. Brushwork drawing had been taught as an additional subject, and very satisfactory and encouraging results obtained. Great aptitude had been shown by the boys for this study. At the beginning of the year, four boys from the school competed for the Queen's College scholarships, of whom three were successful. Two of them, however, succeeded afterwards in securing appointments as Student Interpreters, and only one of the successful competitors took advantage of the scholarships won. Although the fees of the school were calculated to be sufficient for 240 boys, the main room was, owing to its shape and size, only suitable for an assembly hall. Besides this hall, there were only two other class rooms in the school, and in view of the continued steady growth of the school, more class rooms were urgently needed.

Mr. Irving having presented the prizes, said that it was their loss that His Excellency the Governor was unable to be present. But he was sure that his personal disappointment would be swallowed up in the pleasure they all felt at His Excellency having once more returned to the Colony completely restored in health and vigour. He was proud to have been called upon to take His Excellency's place and had great pleasure in presenting the prizes to the successful students of the District schools. He was also very pleased to present His Excellency's special prize, a complete set of Shakespeare's works, to Yung King Chun, the boy who had done the best in the three schools. The prize was a magnificent one and the books were such as any library might be proud of. He hoped that the winner would take great care of the books and read them well and carefully. He proposed to give the boy a little advice in the way to take care of books. In doing so Mr. Irving referred to the Chinese veneration for the written word and remarked the way in which they gather up paper that had been written on out of their respect for it or of writing. In the West we showed our respect for the art by the way that we took care of books. By observing the way a man treated his books you could tell whether he was an educated man or not. If he littered them, turned down the page to mark the place, made dogs' ears and bent back the covers it was safe to say that such was not a literary person. Writing might be referred to as the fly wheel of progress that had kept up the continuity of our civilisation and acted as the engine of progress. Now was the time for the boys of the district schools to say whether they were going to put to practical use the English that they had learned. At present they knew enough to make perhaps \$40 per month but it was for them to decide whether they would continue their studies along the road that led to Queen's College. He had seen their work and could say that if they did so there were those among their number who, if they spent three or four years at the College, had a future before them. China at present wanted hundreds of well educated men and in a few years she would want thousands and he did not know where they were coming from. Although the expressions "good" and "excellent" were often used in his reports they were understood to be purely relative expressions and they could count the really well educated Chinese scholars in the Colony not by hundreds or thousands but by dozens. Mr. Irving, in conclusion, congratulated the masters upon the progress that their schools had made during the year.

A vote of thanks to Mr. Irving for presiding was proposed by Mr. Curwen and carried, and after a recitation by one of the Chinese boys, proceedings concluded.

MURDER IN KWANGSI.

College Professors Killed.

(From Our Correspondent.)

Canton, January 30.

Telegrams from Kwangsi report that in the district of Kuang Yuen, on account of some trouble among the students, the latter rose and murdered two of their teachers. The information is brief and bald, and no details are to hand to explain exactly what the origin of the trouble was.

THE NURSING ASSOCIATION.

Government Scheme Adopted.

The annual meeting of the local branch of the Nursing Association was held in the City Hall yesterday afternoon, Dr. Steadman (President) presiding and there were also present Lady Pigott (Hon. Secretary), Mr. Fuchs, Mrs. Badolay, Dr. Jordan and the Hon. Mr. H. E. Pollock, K.C. (Committee), Mrs. May, Lady Barkley and Mrs. Saunders.

The Chairman proposed the adoption of the report and accounts and said with regard to the year's work that the nurses had been more fully employed during the past year than the previous one, 90 per cent of their time having been taken up. They lost one nurse who was dissatisfied with the conditions. She went home without consulting the Committee, by a tramp steamer that left early in the morning; she bolted. They did not understand why she went, but it appeared she thought there was too much maternity work. They had lost her passage money, and had to bring out another nurse to replace her. Financially, the year had been a success, and they carried forward a balance of \$1,330 whereas last year it was only \$700, this result had been obtained without using any of the subscriptions. Those amounted to \$588 and had been credited to the guarantee fund. They required to make a certain amount of profit every year, because they had to put money by for pensions. One nurse would go home this year and another would come out, so they had to make a profit to make ends meet. Mr. Pollock seconded the motion which was carried.

Dr. Steadman said there was another important question on which he desired to speak. They had held a special meeting on November 6 to consider the question of the Government taking over the management of the nurses, houses, and in fact run them entirely. That was, as a nursing institution they would in each event cease to exist. It was first proposed that the Government should house the nurses in the Victoria Hospital, Barker Road, but since the Hon. Dr. Atkinson had returned from leave it was proposed to build quarters for them adjoining the Government Civil Hospital instead. This seemed to him a less desirable arrangement, for the nurses down below would not enjoy such good health as if they were living at the Peak. He did not oppose the motion, but it was not at all what he desired, because it seemed they were going back to the same position of 10 years ago when the nurses were housed at the Government Civil Hospital and people didn't like them. The Government would not give up keeping the nurses, as they took over the guarantee fund and undertook to keep two nurses or hand back the money. It was practically arranged with H.E. the Governor that the nurses were to be housed at Victoria Hospital till Dr. Atkinson returned. It was proposed by the Government to keep three nurses and build accommodation for four.

Mr. Pollock proposed the acceptance of the Government's offer. The idea of transferring the Committee was very fully considered by the Committee, and they came to the conclusion that such a change was desirable. In this Colony people were constantly leaving, and the Institution had had a long succession of Hon. Secretaries; it was desirable to ensure permanent arrangements to hand over the nurses to the Government. They were under a great obligation to Dr. Steadman for the support he had given the institution in its initial stages but he did not think they would be justified in refusing the Government's offer because they did not think it practicable to house the nurses at Victoria Hospital. The Government Civil Hospital was connected by telephone with all points of the Colony, and was accessible to persons living on the lower level and at Kowloon; and it was easy for the nurses to go along in a ricksha to the tram station if they were called to the Peak. The nurses had been very busy during the past year, and the Government were looking ahead when they intended to employ three nurses. The European population was a growing one.

Dr. Jordan seconded Mr. Pollock's motion. He considered the only possible objection was the question of it being healthier at the Peak. They all acknowledged that it was so but as the Government Civil Hospital, which had worked as hard as their nurses, enjoyed good health. The motion was carried.

As the association will have to carry on until the Government scheme receives approval from Home a committee was elected to not until the transfer takes place.

Sixteen steamers are now being built at the Mitsui Bishi Yard at Nagasaki and the Kawasaki Dockyard at Kobe, with a heavy guarantee according to the Shipbuilding Regulations Law. The tonnage of these steamers aggregates 54,000 with 28,500 horse power. A steamer of 18,000 tons, which is to be fitted with turbine engines, for the Toyo Kisen Kaisha, is among the number.

WHEN YOU HAVE A BAD COUGH

YOU need a remedy that will give you prompt relief. Get Chamberlain's Cough Remedy. It always cures and cures quickly. For sale by all chemists and druggists.

SHANGHAI IN PARAGRAPHS.

(From our Correspondent.)

Well, after all, there was no election

because there were three vacancies and they were filled in an entirely unexciting manner. There was nothing to argue about and there was only the list of Candidates for 1907 published in the morning papers which gave any sign that the Council had undergone its annual stir up. This unobtrusive procedure is not conducive to any special show of activity—there has been nothing to put the members on their mettle, but yet there is much which calls for very serious consideration, especially two questions—our telephone system and the Fire Brigade. Will these men of power once more shift the dire responsibility of decided action in these vexed affairs or will they turn up their sleeves and in determined union remedy evils which do very apparently exist? I am afraid procrastination will once more gain the day and there has been the slightest hint of a desire to take up duties which former members have deliberately shelved. First of all, we suffer all the failings of our present telephone system with never a struggle to overcome them! The telephone authorities dilate upon the difficulties they have to overcome and it must at once be conceded they are many and intricate, but it will be advisable for the Municipal Council to renew their agreement with the Telephone Company as it now stands and thus once more give them an entire monopoly. It hardly seems so when energetic agents of the Automatic Telephone are within our gates begging for a trial of their instruments. Without holding any brief for the Automatic, it is not too much to suggest that a fair trial should be given to it. If it proves to be superior, by all means adopt it, and if not, no harm has been done. But why does the Telephone Company hesitate? Is it fear or is it purely lack of enterprise? Whatever the reason, they should be taught that Shanghai is not entirely their to serve badly or not as only they think fit. However, although the new Agreement has not been signed, the Municipal Council have clearly intimated that this is their intention, so we are compelled to give up hope.

Then we go on to the Fire Brigade. With the approach of the Chinese New Year, we have had the usual number of fires. In keeping with the season and only too many of the houses in native style have been traced to incendiarism. All the same, the Fire Brigade is forced to turn out at the coldest and most miserable time of the year and do splendid and most tiring work. We all thank them from the bottom of our hearts, but we entirely disagree with the necessity of private individuals undertaking such a disagreeable duty just for the love of it. Shanghai is still growing daily and as residential quarters spring up further afield so do fires take place at considerable distances away from the centre of our activity. Why should any of us expect men to run out and protect our lives and property? The days are long since departed when as a very small community we stood shoulder and shoulder together and thus welded together Shanghai as it is to-day. Now Shanghai boasts every proper department which should come under the control of a Municipal Council with the exception of a Fire Brigade which for some unexplained reason is left to voluntary support. It will be a very difficult matter to solve because curiously enough the Members who suffer all the inconveniences strenuously oppose the idea of a paid staff and argue long and volubly in the cause of a Voluntary Brigade, but gallant as they are, their argument is not good. With all due gratitude to them, sometimes a little more trained experience would be more beneficial than all their earnest willingness and we look to the Council with little hope of their rising to the occasion—for a rectification of the present absurdity.

Our slow, jog-trot ways have received a rude but very welcome shock. Before, it was the tramways were coming, but we were a long time singing hurrah. You see modern buses, Popholes and Co., were not within our gates and although they and others of their kind knocked loud and frequently enough and many of the general public have clamoured for their admission, the Municipal Council was thinking over things and you know what that means. They went nowhere near the gate and refused to listen to the hubbub until they were forced to give way and with a rush work commenced. It has continued with a rush but such a steady, orderly rush that there has been little commotion with it. A few months back and our principal roads were untouched by tram lines, but to-day an open network stretches over the Settlement joining up each district—and you must not forget there are various districts now and the lines are nearly completed. Indeed, work has already started in the French Concession and many of the standards by the roadside are erected, so in a very short while we hope it will be possible to give the treacherous rickshaw—and it is a treacherous vehicle in the hands of some of the coolies—the go-by and we are wondering whether it will cure the average Shanghai man with quite a small income of the idea that it is absolutely necessary for his wife to have the use of a carriage when she ventures outside her own home.

Judge Wilkey is still the most prominent figure on our local platform, not only by reason of what he has done but because of what he is doing, which is just as drastic and decisive as his initial performance when he took up duty. To-day the sons of Uncle Sam are not so eager to vault the Stars and Stripes when they are summoned to account for their deeds.

Loneliness in the New American Court of Justice is notable by its absence and some really severe sentences have been passed. Judge Wilkey has completed for trial Mr. Biddle, the Manager of the Metropole Hotel, on a criminal charge of obtaining money under false pretences. You will remember the case was tried before and it related to gambling at race times; Mr. Biddle on behalf of the Metropole was in the habit of renting the Chinese Grand Stand for gambling purposes to Woo Ah Sung. When the Municipal Council issued its proclamation that gambling would be prohibited, Woo Ah Sung asked Mr. Biddle if that meant gambling would not be permitted, as usual on the Chinese Grand Stand, because if so, he would have no object in renting it. However, Mr. Biddle assured him this would not be so and Woo Ah Sung says that on this understanding he paid over to Mr. Biddle the six thousand taels agreed upon. Mr. Biddle contends there was no such specific stipulation, but his Lordship has seen matters in an entirely different light and Mr. Biddle has been ordered to refund Woo Ah Sung the Tls. 6,000, while furthermore he now stands committed for trial on the more serious criminal charge of obtaining money under false pretences, a charge which when proved, he before now resulted in a sentence of six months imprisonment.

All these incidents, however, are but child's play to the great social purge which this terrifying Judge is perpetrating. If his will gains victory we are to have a clean, wholesome atmosphere of social purity which will be a goodly example unto our settlements and colonies. That, doubtless, is his intention. Americans are queuing in their shoes, and we can call this epoch "The Coming of Fear."

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(From Our Correspondent.)

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W. B. MOSELEY, Manager.

Hongkong, April 12, 1906.

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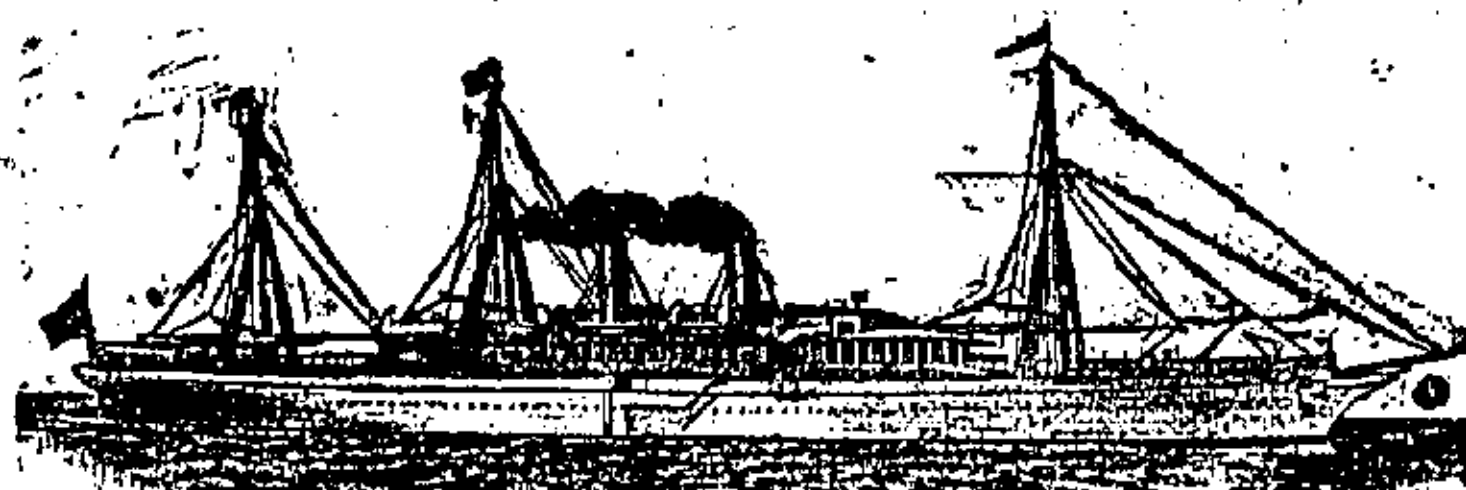
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FOR	STAMENERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE, PALMA, AND YOKOHAMA	DELHI	About 3rd Feb.	Freight only.
SHANGHAI	DELHI	About 6th Feb.	Freight and Passage.
LONDON, via USUAL PORTS	DELTA	Neon, 9th	See Special

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

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R.M.S. EMPRESS OF INDIA	6000 Tons THURSDAY, Feb. 14, March 4.
ATLANTIC	3882 Tons WEDNESDAY, Feb. 20, March 10.
MONTEAGLE	6183 Tons WEDNESDAY, Feb. 27, March 17.
EMPEROR OF JAPAN	6000 Tons THURSDAY, Mar. 1, April 1.
EMPEROR OF CHINA	4425 Tons WEDNESDAY, Mar. 27, April 20.
EMPEROR OF RUSSIA	6000 Tons THURSDAY, April 11, April 29.

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For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, COBURN FRIDDER STREET and FRATA, Opposite Blake Pier.

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PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATION	STAMENERS	SAILING DATES
MAGSSELLES, LONDON	WAKASA MARU	WEDNESDAY, 6th Feb.
MANILA, Cebu, Iloilo, SINGAPORE, PENANG, COLOMBO, and PORT SAID	HAKATA MARU	WEDNESDAY, 20th Feb., at Daylight.
VICTORIA, B.C., and S. A. T. L. W. W. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SADO MARU	WEDNESDAY, 6th Mar., at Daylight.
SYDNEY and MELBOURNE	NIKKO MARU	FRIDAY, 22nd Feb., at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS and COLOMBO	RIJUN MARU	SATURDAY, 9th Feb., at Noon.
SHANGHAI, MOJI & KOBE	COLOMBO MARU	SATURDAY, 9th Feb., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

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A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

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28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA	Captain C. F. AUSTIN	On TUESDAY, 19th FEBRUARY, 1907.
DAKOTA	Captain E. FRANK	On SATURDAY, 30th MARCH, 1907.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms). Music room, Library, Smoking room, Nursery, Laundry, etc.

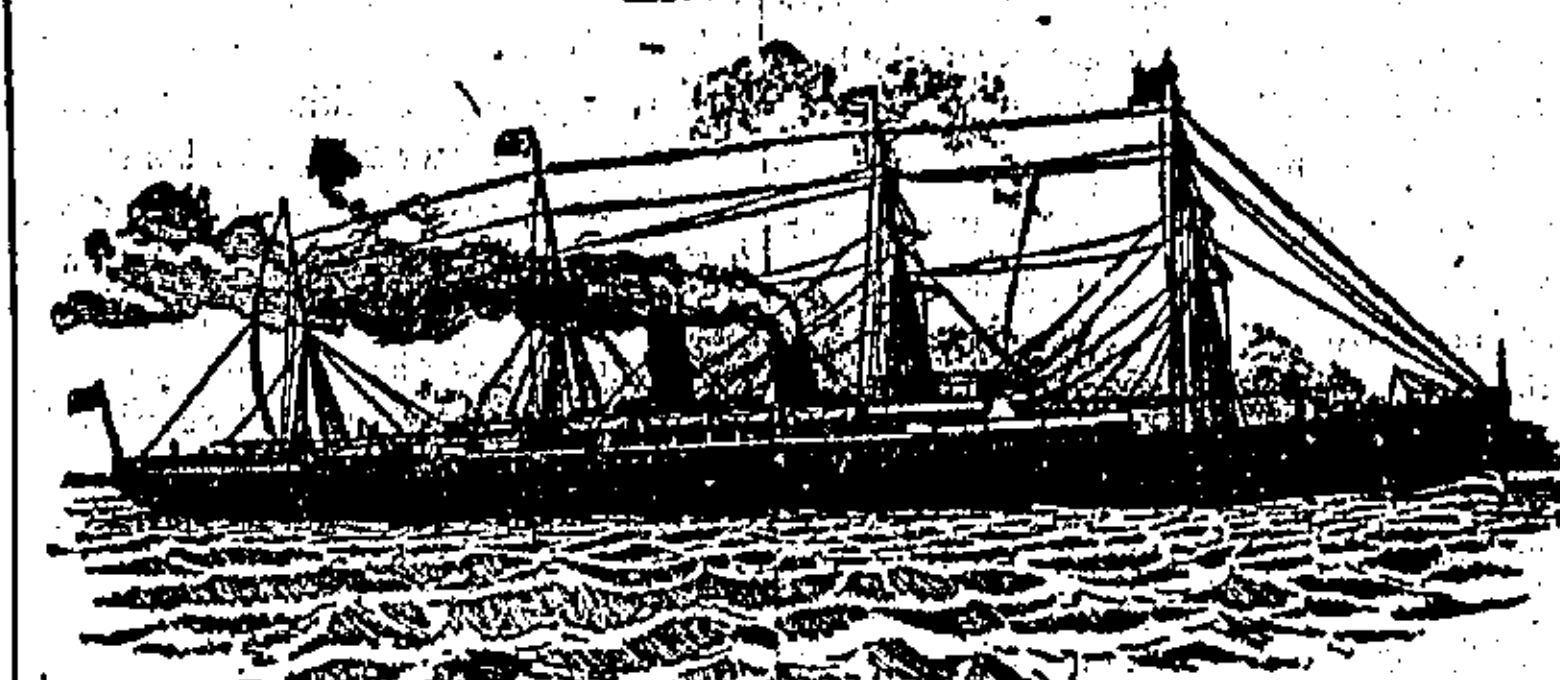
For full information regarding freight and passage rates, apply to NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)	
* NIPPON MARU	11,000 Gross Tons.. TUESDAY, 5th Feb., at Noon.
* DORIO	9,500 " SATURDAY, 16th Feb., at Noon.
* COPTIC	9,000 " SATURDAY, 23rd Feb., at Noon.
* HONGKONG MARU	11,000 " TUESDAY, 5th Mar., at Noon.
* KOREA	18,000 " SATURDAY, 23rd Mar., at Noon.
* AMERICA MARU	11,000 " TUESDAY, 2nd April, at Noon.
* SIBERIA	18,000 " TUESDAY, 9th April, at Noon.
* CHINA	10,500 " TUESDAY, 16th April, at Noon.
* MONGOLIA	27,000 " SATURDAY, 20th April, at Noon.
* NIPPON MARU	11,000 " SATURDAY, 20th April, at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco... KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu... SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama... SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.
Yokohama to San Francisco... SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905, 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship NIPPON MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 5th February, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 5th February, 1907, at Noon, taking cargo for Japan and the United States.

DESTINATION	STAMENERS	SAILING DATES
ARABIA	4488 Tons	February 11.
ARAGONIA	5198 Tons	March 4.
NICOMEDIA	4370 Tons	March 18.
NUMANTIA	4371 Tons	April 8.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STAMENERS	TO SAIL
NINGPO AND SHANGHAI	SHANGHAI	Feb. 2, at 4 p.m.
MANILA	MANILA	Feb. 5, at 4 p.m.
CEBU & ILOILO	SONGKIANG	Feb. 5, at 4 p.m.
SHANGHAI	YOKOHAMA	Feb. 9, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIWAN	Feb. 11, at 4 p.m.
YOKOHAMA AND KOBE	TAIWAN	Feb. 12, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Untrivial Table. A fully qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. ‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Cabin Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila	Saturday, Feb. 9, at Noon.
RUBI	2540	R. Almond	Manila	Saturday, Feb. 9, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

TO SAIL
For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Shipping.

IMPERIAL GERMAN MAIL LINES.



NORDDEUTSCHER LLOYD-BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, FORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STAMENERS	SAILING DATES
GNEISENAU	WEDNESDAY, 13th Feb.
PREUSSEN	WEDNESDAY, 27th Feb.
PRINZESS ALICE	WEDNESDAY, 27th Mar.
+ SACHSEN	WEDNESDAY, 27th Mar.
PRINZ LUDWIG	WEDNESDAY, 27th Mar.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ HERFRIEDRICH	WEDNESDAY, 2nd May.
BAYERN	WEDNESDAY, 19th June.
PRINZ HEINRICH	WEDNESDAY, 3rd July.
SCHARNHORST	WEDNESDAY, 3rd July.

ON WEDNESDAY, the 13th day of February, 1907, at Noon, the Steamship GNEISENAU, Captain ... with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at Naples and Genoa. Shipping Orders will be granted till Noon, on Monday, the 11th February, Cargo and Parcels will be received on Board until 5 p.m. on Tuesday, the 12th February, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 12th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

TO	1st CLASS	2nd CLASS	3rd CLASS
To Naples, Genoa and Gibraltar	\$81.0.0.	\$42.0.0.	\$22.0.0.
RETURN	91.0.0.	63.0.0.	37.0.0.
To Southampton, London, Bremen and Hamburg	65.0.0.	44.0.0.	24.0.0.
RETURN	97.0.0.	65.0.0.	38.0.0.
* To New York, via Suez, Via Naples, Genoa or Gibraltar	64.0.0.	44.0.0.	25.0.0.
RETURN	115.0.0.	79.0.0.	47.0.0.
Via Bremen or Southampton	68.0.0.	48.0.0.	27.0.0.
RETURN	123.0.0.	83.0.0.	48.0.0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE. PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STAMENERS	SAILING DATES
MANILA	1700 tons SATURDAY, 2nd Feb. 1907.
PRINZ WALDEMAR	3227 tons THURSDAY, 28th Feb.
PRINZ SIGISMUND	3302 tons THURSDAY, 28th Mar.

ON SATURDAY, the 2nd day of February, at Noon, the STEAMSHIP MANILA, Captain MIMSEN, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

TO	1st CLASS	2nd CLASS	3rd CLASS
To MANILA	\$50.—	\$30.—	\$20.—
To NEW GUINEA	\$28.—	\$18.10	\$14.00
To BRISBANE	\$30.—	\$20.—	\$14.—
To SYDNEY	\$33.—	\$23.—	\$16.—
To MELBOURNE	\$35.—	\$25.—	\$18.—
To KOBE	\$60.00	\$40.00	\$30.00
To YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG
To Europe via Australia and Colombo by Imperial ... \$97.0.0.
To Europe via Australia and America ... 98.0.0.
(From Australia to New York via Vancouver by the O. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STAMENERS	ABOUT	1907.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	FRIDAY	Feb. 1.
Do	PRINZESS ALICE	WEDNESDAY	Feb. 13.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the O. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

TO	1st CLASS
to London via Plymouth or Southampton	\$82.10.0.
to Bremen	\$82.10.0.
to Paris via Orléans	65.0.0.
to Naples, Genoa, via Gibraltar	0.0.

Passage money payable in local currency at current Bank Rate of Exchange on the day of payment.

For further Particulars, apply to Norddeutscher Lloyd.

MELOHRS & CO., Agents.

SHIRE LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
THE Steamship GLAMORGANSHIRE will be despatched for the above ports on or about WEDNESDAY, the 20th February, 1907.
For Freight & Passage, apply to SHEWAN, TOMES & CO., Agents.
Hongkong, January 18, 1907. 120

THE ORIENTAL PACIFIC LINE.
FOR SAN FRANCISCO, via PORTS. THE Steamship DAKOTA will be despatched for the above ports on or about MONDAY, the 25th February, 1907.
For freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.
Hongkong, January 16, 1907. 105

Shipping.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

THE Steamship MANILA.

Captain MIMSEN, ready to load on the 28th Jan., will leave for the above places on SATURDAY, the 2nd February, at Noon.

A duly qualified Surgeon is carried. For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELBOURNE & Co., Agents.
Hongkong, January 25, 1907. 125

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship AUSTRALIAN Captain VERNON will be despatched for the above ports on or about MONDAY, the 4th February.
G. DE CHAMPEAUX, Agent.
Hongkong, January 28, 1907. 187

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, SYDNEY, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUT, KOTY, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDTERREAN AND BLACK SEA PORTS.

THE Steamship OCEANIC.

Captain MIMSEN will be despatched for MARSEILLES on TUESDAY, the 5th February, 1907, at 1 P.M.

This Steamer connects at Colombo with the Australian line S. S. Nippon bound for MARSEILLES, via BOMBAY and ADEN. Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe. Next Sailings will be as follows:—
S.S. TOURNAI... Feb. 19, 1907.
S.S. TONIN... Mar. 5, 1907.
G. DE CHAMPEAUX, Agent.
Hongkong, January 23, 1907. 149

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERREAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

For further Particulars, apply to E. A. HEWITT, Superintendent.
Hongkong, January 28, 1907. 184

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST. PROPOSED SAILINGS FROM HONGKONG. FOR NEW YORK.

STEAMERS. TO SAIL 1907.
* SIKH... February 9.
* MUNCASTER CASTLE... March 12.
* TOWHER CASTLE... March 21.

* This Steamer has excellent Salon accommodation for First-class Passengers at moderate rates. For Freight and further information, apply to TOWHER & CO., LTD., Agents.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & YTOUQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship KASATO MARU.

Tons 6000, Captain W. O. T. S. FLEMING will be despatched for Callao, Miquique, Valparaiso, and other Western Coast Ports of South America.

Taking Freight and Passengers of other Western Coast Ports of South America. The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to K. MATSUDA, Manager, Yokohama Building.
Hongkong, December 27, 1906. 240

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES	LYON
Colombo		MARSEILLES & LONDON	(Brindisi)	(Brindisi)
			1 day earlier	1 day later
DELTA	Feb. 9	MONGOLIA	Mar. 9	Mar. 16
DEVANHA	Feb. 23	BRITANNIA	Mar. 23	Mar. 30
DELHI	Mar. 9	MAMORA	Apr. 6	Apr. 13
Macedonia	Mar. 23	Through to	Apr. 20	Apr. 27
		MARSEILLES & LON		
MAITA	Apr. 6	MOLDAVIA	May 4	May 11
ARADIA	Apr. 20	HIMALAYA	May 18	May 25
DELTA	May 4	VICTORIA	June 1	June 8
DEVANHA	May 18	INDIA	June 15	June 22

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
	HONGKONG	LONDON
JAVA	Feb. 13	April 1
NYANIA	Feb. 27	April 15
MANILA	Mar. 13	May 1
NIKE	Mar. 27	May 15
JAPAN	Apr. 10	May 27
	Apr. 24	June 10

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carries 1st and 2nd Saloon Passengers. * Carries only First Saloon Passengers.
For further particulars, apply to

E. A. HEWETT,
Superintendent.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers *Memaria*, *Halsburg* and *Hohentauern*. These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds, at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at Naples & Plymouth. In addition to the above steamers, the a.s. *Silesia* and *Scandia* carry first-class passengers. Return Tickets issued at reduced rates, through tickets issued to New York, via Naples, Southampton and Hamburg.

NEXT SAILINGS FROM HONGKONG.

Outward	Homeward
for Shanghai, Kobe & Yokohama.	for the Straits, Colombo, Aden, Suez, Port Said, Naples, Plymouth, Havre and Hamburg.
SOANDIA	Feb. 5th
HABSBURG	Feb. 19th
RHENANIA	Mar. 5th
HOHENTAUERN	Mar. 19th
SILESIA	Mar. 31st
SOANDIA	Apr. 14th

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWHOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT	8000	E. V. Roberts	February 5, 1907.
TRENTON	8000	T. W. Garlick	February 22, 1907.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. *Shawmut* and *Trenton* are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS.

Shipping.

PASSENGER SEASON
1907.PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

THROUGH STEAMER

FOR

MARSEILLES & LONDON,
VIA COLOMBO AND BOMBAY.

THE S.S. 'MACEDONIA'

10500 TONS, CAPT. C. D. BENNETT, R.N.R.

Will be despatched at Noon on SATURDAY, the 23rd MARCH, and is due in Marseilles on the 20th April and London on the 27th April.

In addition to giving Passengers an opportunity of spending about 24 hours in BOMBAY this vessel will make a fast run to MARSEILLES and LONDON. The voyage from Hongkong to Marseilles should be completed in 28 days and to London in 35 days.

FARES TO MARSEILLES: £61 First and £42 Second Saloon, and to London £65 First and £44 Second Saloon.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, October 4, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	Steamers	To Sail
SINGAPORE & SAMARANG	HOPSANG	THURSDAY, Feb. 1, at 3 p.m.
MANILA	TUENSANG	FRIDAY, Feb. 1, at 4 p.m.
SHANGHAI	HANGSANG	TUESDAY, Feb. 5, Daylight.
SINGAPORE, PENANG, NAMPANG	NAMPANG	WEDNESDAY, Feb. 6, at 3 p.m.
AND CALCUTTA		

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Cebu, Tientsin, (Via Chung Wan) and Yanchow.
* Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Singapore, Tawau, Davao, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For	Steamers	To Sail
MASAN MARU	TAMBUK VIA SWATOW	SUNDAY, 3rd
AND AMOY		Feb. 24, Daylight.
FUKUSHU MARU	ANPING, VIA SWATOW	WEDNESDAY, 6th
AND AMOY		Feb. 27, Daylight.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Ample ships. Unsurpassed Table.

Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 QUEEN'S BUILDINGS.

T. ARIMA, Manager.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Nampang* having arrived from the above Ports

informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 2nd February, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO.,

General Managers.

Hongkong, January 30, 1907.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship NIPPON MARU.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for delivery of their goods from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 31st January, at 10 a.m., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO.,

General Managers.

Hongkong, January 30, 1907.

DODWELL & CO., LTD.

Agents.

Hongkong, January 29, 1907.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the Captain, the Agents, nor Owners will be responsible for any

Debt or Delict contracted by the Crew of the following Vessel during her stay in Hongkong Harbour.

E. B. SCOTCH, American Ship, Captain

Deinisch, Arnold Karberg & Co.

HONGKONG AVERAGE MARKET

PRICES.

Corrected to Thursday, January 24th, 1907.
At 100 cents per Dollar Mexican.

Butcher Meat.

Beef sirloin & prime cut—Mal Hong Pa	20
Corned—Ham Ngau Yuk	20
Roast—Shih	20
Breast—Naga Lam	15
Soup—Tong Yuk	15
Steak—Ngau Yuk Pa	20
Onion Ngau Lau Shuk	20
Sausages—Ngau Chong	25
Bullock's Brains—Slow	10
Tong's fresh—Ngau Li	10
Corned—Ham Ngau Li	10
Head—Ngau Tau	10
Heart—Ngau Sum	10
Hump, Salt—Ngau Kin	10
Feet—Ngau Kerk	10
Kidneys—Ngau Yiu	10
Tail—Ngau Mei	10
Liver—Ngau Gon	10
Tips (andressed)—Ngau To	10
Oliver's Head & Feet—Ngau chat-tan-hak	10
Mutton Chop—Young Pal Kwai	24
Leg—Young Pal	24
Shoulder—Young Shao	24
Pigs' Chittlings—Chi chong	24
Brains—Chi Kerk	12
Feet—Chi Kerk	12
Fry—Chi Chak	12
Head—Chi Tau	12
Heart—Chi Sum	12
Kidneys—Chi Yiu	8
Liver—Chi Gon	12
Pork Chop—Chi Pal Kwai	21
Corned—Ham Chai Yuk	22
Leg—Chi Pal	22
Pastor Land—Chi Yiu	10
Sheep's Head and Feet—Young Tau Kerk	60
Kidneys—Young Yiu	10
Liver—Young Gon	10
Smoking Pig's To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yiu	24
Mutton—Sang Young Yiu	24
Veal—Ngau Chai Yuk	20
Sausages—Ngau Chai Chong	20

Poultry.

Chickens—Kai Chai	23
Capon, Large, Small—Siu Kai	29
Ducks—A	20
Doves—Pan Kau	15
Eggs, Hen—Kai Tau	20
Fowls, Canton—Kai	25
Hallan—Hol Nam Kai	25
Geese—Ngai	18
Goose, Wild Sh'at—Siu Yee Ngai	24
Mus Deer—Wong Keng	50
Hare, Shanghai—To Chai	55
Partridge—Che Kai	45
Pheasant—Shan Kai	50
Pigeons, Canton—Pak Kip	24
Goats—Hol How Pak Kip	24
Quail—Um Chan	13
Rice Birds—Wo Pa Chong	20
Saupe—Siu Choy	24
Turkeys—Cook—Phor Hoi Kung	55
Hon—Kai	42
Wild Ducks, S'hai—Shanghai S'hai	10
Teal—Sui Ap Chai	45
Wild Ducks, Canton—Sang Shing Sui Ap	85

Fish.

Barbel—Ka Yu	10
Bream—Bin Yu	12
Canton Fresh Water Fish—Hol Sin Yu	12
Carp—Li Yu	12
Catfish—Chik Yu	12
Codfish—Mun Yu	12
Crobs—Hal	20
Cuttle Fish—Mak Yu	12
Dab—Sa Mang Yu	12
Dace—Wong Mai Lun	12
Dog Fish—Tin Yu	12
Gels, Congor—Hal Mang	12
Grass—Yiu Yu	12
Hole, Yellow—Wong Sin	12
Frogs—Tao Kai	12
Garoupa—Sek Pan	12
Gudgeon—Pak Kip Yu	12
Herring—Tao Pak	12
Hallbut—Chong Kwai Kap	12
Labrus—Wong Pa Yu	12
Louch—Wo Yu	12
Lobsters—Lung Ha	12
Mackerel—Chi Yu	12
Monk Fish—Mong Yu	12
Mullet—Chai Yu	12
Oysters—Sang Hoo	12
Parrotfish—Kai Kung Yu	12
Porch—Tau Loo	12
Pike—Pa Paw Fong	12
Plaice—Pan Yu	12
Pomfret, Black—Hak Chong	12
Pomfret, White—Pak Chong	12
Prawns—Ming Ha	12
Ray—Pa Pa Yu	12
Sardines—Sak Kau Kung	12
Shrimp—Sui Yu	12

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